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[a1342]

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Hongkong, 17th May, 1905. 122

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[a34]

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[a35]

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## NOTICE TO CORRESPONDENTS.

On communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.R.C. 618 & 619. P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 22ND, 1905.

PRINCE VON BULOW has evidently been studying scripture of late; "all things are lawful for me, but all things are not expedient," said St. PAUL, and all things are lawful for Germany, repeats Prince BULOW, but they are not always expedient. We do not propose to comment on the PRINCE'S ethics, but the result so far has been eminently satisfactory, and we have no disposition to quarrel about the method. Germany desires to be on good terms with England, and the two governments are, so far, in perfect accord; each has too much regard for the responsibilities likely to be incurred in case of a breach to permit itself to be influenced by the hostile opinions expressed by the press; and he trusts that the prejudices which have been excited on both sides will with further experience cool down. With regard to France, his words are equally reassuring. By the arrangement with respect to Morocco peace has been maintained, and he trusts that the relaxation of the strain will be the prelude to future confidence. France stands well with Italy and Russia, and Germany is also good friends with the latter, so that there is no reason to fear any breach as long as things carry on in their present groove. It is certainly pleasant, after the friction of the last few months, to find these sentiments issuing from the mouth of a statesman in Prince BULOW'S position; and we should be the last to throw cold water on so pleasant a picture, and only hope it may come true.

There is, of course, a dark spot over the otherwise serene sky, and that is the present position in Russia. That Germany should feel this more keenly than the other Powers is natural. Under any circumstances it is an unpleasant thing to have one's next door neighbour's house on fire, and we are not disposed to cavil at Germany's taking precautions on her own frontier. It is yet well to remember, as a matter of history, the unfortunate result of Germany's interference in a not dissimilar case, when she attempted to interfere with the course of the French Revolution by sending the Duke of Brunswick across the frontier with the object of forcibly restoring Louis XVI. True, the German Government repudiates all such intervention in the present case; and as long as she continues in this mind there is no great fear for the preservation of peace in Europe generally, but there has always been on the part of the rulers of the two countries a strange sort of personal fellow-feeling not quite understandable to the outside world; and this has at times been so marked that Germany has more than once endangered her relations with the other Powers through her not altogether wisely displayed affection. Some have attributed it to fear, others to even less worthy motives, but it is undeniable that it has existed, and has been the fruitful cause of much uneasiness to Germany's neighbours. Prince BULOW does not deny it, but it is not so plain why he should take the present opportunity of stating, in the face of recent occurrences in Russia, that Germany's relations with Russia are excellent, "as is natural and traditional." With whom are these relations so excellent,—with Russia as a nation, or with the Tsar whose ill-faith with his own people has brought about the present position? The note jars unpleasantly with his other declarations. Then there is another little affair, which, though at the moment it looks insignificant enough, yet has within itself many potentialities. The chief Powers of Europe have seemingly come to the determination to make a "Naval Demonstration" before Constantinople, and the SULTAN is apparently determined to take no notice of it. AMEL HAMED is not a model ruler, but he has proved himself no fool when backed against Europe; in his way he is as clever as the KAISER, as careless of his good-faith as the TSAR, and as incapable of looking the situation in the face as the EMPEROR OF AUSTRIA. In the case of his treating the demonstration as a joke, are the Powers going to make it a case of war, and if so, who are to be ranged on the respective sides? Are we going to make it a second Navarino, and reverse the whole of our foreign policy of the last sixty years? For the moment Finland professes to be satisfied, and as long as the Tsar's solemn promise holds good, judging from the past, she is ready to act loyally, but she cannot forget that the breach of trust was not on her side, and she has learnt how little a Tsar's most solemn promise is worth. Poland's case is even worse; she has a century of wrongs to adjust, and Germany's conscience is not altogether clear about her treatment of the portion that fell to her lot. It is barely three years since the Poles of Posen were ready to throw in their lot with Russia rather than face their projected effacement by Germany. Altogether while Prince von BULOW'S desire for peace and harmony in Europe is undoubtedly sincere, his conversion has come a little late to be received with the acclamation which it would have met with had it been six months earlier. With regard to England he was fully justified in stating that the example of France was a noteworthy proof that a reconciliation between England and Germany would be cordially received by the British nation, but it may very well be that he rather oversteered the mark in using the term "always." Nothing at present stands in the way except that Germany for a series of years has been capricious, but capriciousness is at best dangerous, and may lead betimes up to misunderstandings not to be readily removed. Still, from her position as a Power, as well as from the fact that geographically she is set between eastern and western Europe, and her weight thrown to one or other side must very materially alter the balance of power, no nation on the continent of Europe can afford to treat lightly her intentions. Such a position from an international point of view entails a considerable responsibility, and if her EMPEROR and her CHANCELLOR be as conscious of this fact as the latest utterance would seem to indicate, they will find no discordant word uttered by Great Britain.

HONGKONG has not been so agitated for a long time as it was yesterday in connection with the matter ventilated in to-day's correspondence. The whole business community was in accord in condemning the negligence, to put it mildly, of the local office of the Pacific Mail S.S. Company. The Korea sailed yesterday with a portion of the Christmas mail for America. We say a portion advisedly, as we hear of many firms missing this, the last, Christmas mail, owing to the failure to announce the sailing of the Korea until the last moment. We understand that the Post Office was not notified until after four p.m. on Monday. This notwithstanding that the Korea has been in harbour for the last eight or nine days. As a contrast, we understand that the Empress boats no sooner arrive than the Post Office is advised of their sailing date. Our readers will remember that not long ago a Japanese company was fined for not giving sufficient notice of the departure of one of their steamers, and we presume that the authorities who decided that their notice was inadequate will be competent to give an opinion in this case. Just at this season, when sailings are less frequent, there can be no excuse for the omission. If this Company cannot afford to advertise its movements adequately, like other companies, that does not affect a case like the present because the Post Office, if notified in time, will do it for them. As already said in a footnote to the correspondence, we do not think the interests of this Company will be served by such neglect of the interests of the public.

The Osaka Asahi publishes a telegram stating that the Nippon Yusen Kaisha steamer *Atami* has run aground off Mombasa, in the Hakkaido. The crew was safely landed, but the steamer's position is such that refloating is considered hopeless.

The firm of Messrs. Krupp is stated by the *General Anzeiger*, of Essen, to have received extensive orders from the Japanese Government for ships' material, guns, and ammunition. The orders are said to amount to more than 30,000,000 marks (£1,500,000) and to be for early delivery.

We have received from Messrs. Sinder, Wisler and Co., the local agents, sets of the new calendars and diaries of the Scottish Union and National Insurance Company for 1906. The calendar bears a very fine portrait of the Scotch national bard, Robert Burns, and will be welcomed as a most artistic production, while the diary, with blotter, is in handy form and well got up.

The directors of the Cunard Steamship Company (Limited) have elected Mr. William Watson, hitherto deputy-chairman of the company, to be their chairman in place of the late Right Hon. Lord Inverclyde. Mr. Watson is the head of the firm of Messrs. Watson and Co., cotton merchants, and is chairman of the Royal Insurance Company, and a director of the North and South Wales Bank (Limited). He joined the board of the Cunard Company in 1892, and has been deputy-chairman of the company since 1902. The new deputy-chairman will be Sir W. H. Forwood.

It was officially announced at Dover on Oct. 19 that the Dover Harbour Board and the South-Eastern and Chatham Railway Companies had unanimously decided to proceed at once with a great scheme for widening the Admiralty Pier to 24 ft., and building thereon a covered station 800 ft. long for the accommodation of the cross-Channel and Transatlantic traffic. The covered area will be rather larger than Charing-cross Station. The extended section of the pier is to be reserved for the ocean liners, and two large landing-stages are to be erected. On the foreshore a considerable site is to be reclaimed for maritime commercial purposes.

Zamboanga, November 11.—The Zamboanga and Sandakan agents of the North German Lloyd Steamship Company for some time past have been communicating with their company with a view to securing Hongkong connections via their boats for Zamboanga. The result is that on November 13, the *Berno*, of the North German Lloyd Co., will make her initial monthly run to this port, thence to Jolo, Sandakan and back to Hongkong. The *Berno* is comparatively a new boat, lighted throughout by electricity, and with every appointment up-to-date. Zamboanga is extremely fortunate in getting such a company interested in her future—*Cubileo*.

The following extract from *Vanity Fair* is interesting as being an attempt at prophecy prior to the announcement of the Anglo-Japanese Alliance.—"Sir Gerard Noel's position in China is somewhat pathetic. After commanding a squadron including five battleships, he is suddenly required to serve the rest of his command in a cruiser. He will probably be ordered to haul down the British flag at Wei-hai-wei, and to write *Ichabod* as an epitaph on British naval predominance in the Far East. These are the chances of the Service, but Admiral Sir Gerard Noel is not one of the most enthusiastic supporters of recent Admiralty policy, and his retention in China on board a cruiser is one of those events in the life of a distinguished naval officer about which the less said the better."

Mr. A. W. Bain has been appointed British Vice Consul at Anping, and will take charge of British interests in South Formosa during the absence of Mr. A. E. Wileman, on sick leave.

The match manufacturers of Kobe, Osaka, and other places have agreed to the proposal recently made by the Department of Agriculture and Commerce that they should combine and become incorporated into one large company. Arrangements have been made, and the prospectus is probably out by now. The proposed capital is ¥5,000,000, and it is also proposed to issue debentures to the amount of ¥1,000,000 bearing interest at 8 per cent. and redeemable in five years. The value of existing factories to be purchased is estimated at ¥4,500,000. Of this amount ¥1,000,000 will be paid by debentures and ¥3,500,000 in the shares of the new concern. The stock of raw material of the factories will be purchased at the current market price.

Mr. E. Ralphs, F.R.G.S., F.C.S., the Senior Assistant Master at Queen's College, does not appear to have wasted his recently concluded vacation. It will be noted admiringly that while at home, he was successful in passing the examination in *Practical Hygiene for Teachers*, held by the Royal Sanitary Institute, London. He has just received notice, also, of his election as "Member of the Royal Sanitary Institute." Mr. Ralphs' name appears in the list, just published, of candidates successful in obtaining the diploma of "Fellow of the Educational Institute of Scotland." From the Press reports, it appears that out of numerous candidates from England and the Colonies, only nine were successful in obtaining the Fellowship, and of these nine, only one Colonial Candidate (Mr. Ralphs) was successful. We tender congratulations on behalf of the Colony.

Reuter sends the following from Chicago:—Forty-nine American and Canadian young women have been sold into what is practically a state of slavery in China. The local Federal and police authorities have discovered the facts of the case. The police are in possession of the names of a woman in Chicago and another in Shanghai who are thought to be the leaders in the practice. The immigration authorities have reported the sale of a girl named Louise Miller, of Montreal, to the agent of a Chinese official in Shanghai. Three waitresses from Montreal were induced to come to Chicago to meet with the same fate. Other evidence is also adduced as to the extent of the traffic. The plan of the gang who effected the sales is believed to be as follows. Unsuspecting girls are offered a position as high servants to a wealthy Chinaman, and when they reach China are sent under guard to their purchasers, who have previously paid from £100 to £200 per head for them. Many are supposed to be held prisoners in the palaces of wealthy Chinamen.

The *Advocate of India* has the following to say of Tommy Attin's taste in song:—"The dead calm in the world of amusements has been broken by the advent of the Gardner-Brown Variety Company, which has ventured on the journey to India after entertaining the English colonies in the Mediterranean. In connection with the sentimental songs sung by Mrs. Gardner-Brown in the dark, and illustrated with lantern pictures, it was interesting to notice how heartily the soldiers took up the choruses of 'Sky Lark.' Anything of a weirdly sentimental strain appeals to Tommy and Jack, and the most favourite ballads are those about 'Mummers' Grave.' The chords of a very favourite song with the military when trooping at sea, three years or so ago, ran like this:—  
"O! must work for murther,  
O! never let none murther,  
O! must work for murther,  
She's bin a good un for me or—"  
and is typical of the style of thing that appeals to Thomas abroad."

SALE OF THE GUNBOAT "TWEED."—At their side rooms yesterday afternoon Messrs. Hughes and Hough put up for sale by public auction, H. M. Gunboat *Tweed*, which has an extreme length of 115 feet by a breadth of 31 feet. The vessel's displacement is 363 tons, her engines, Hawthorn's simple surface condensing, and her condensers, two Normandy single No. 12 size. She was offered with all fittings, &c., on board, but minus her boilers. There was very keen competition. Bidding opened at \$5,000, and ran by \$1,000 and then \$500 bids up to \$10,400, at which price the vessel was sold to Mr. Chee On, coal merchant.

## WENCHAU OPPOSITION TO A SHIPPING RING.

From Wenchau, one of the least important of the Chinese treaty ports, Mr. Consul Mortimer reports a gallant, but futile, attempt on the part of some local merchants to break down an important shipping monopoly. As a rule, all the shipping of the port is under the Chinese flag. During the year, however, the port received two visits from a Norwegian vessel. "The Norwegian steamer in question was chartered by some Chinese merchants to run between Shanghai, Ningpo, and Wenchau in an attempt to break down the monopoly of the China Merchants Steam Navigation Company on this line. It was unsuccessful, as the firmly established influence of the China Merchants Company was soon able to overawe the supporters of the Norwegian ship, with the result that on her second visit to the port she failed to obtain a single cargo of merchandise. The competition, however, brief as it was, did some good in effecting a reduction in the very heavy charges for freight levied by the China Merchants Company, but there are still too high for many articles of export to bear, such as the common grades of tea, and there can be no doubt that the competition of another steamer on the line would do much to increase the prosperity of the port." On the whole, we should think that trip of the Norwegian vessel a very remarkable performance.—*Commercial Intelligence*.

## TELEGRAMS.

[REUTER'S SERVICE.]

## LOSS OF A GERMAN TORPEDOER.

LONDON, 19th November.  
A German torpedoer collided with the cruiser *Undine* near Kiel and sank. An officer and thirty-two men are missing.

## FOOTBALL.

LONDON, 19th November.  
The New Zealanders have beaten Scotland at Edinburgh by 12 to 7. During their tour the New Zealanders have not been beaten, and have scored 624 points against 22.

## NORWAY.

LONDON, 19th November.  
The Storting has formally and unanimously elected Prince Charles King of Norway. Only one member of the Assembly was absent.

## THE SHIPPING DISASTER IN THE CHANNEL.

LONDON, 19th November.  
The cross-Channel steamer *Hilda*, from Southampton for St. Malo, has sunk off the French coast; 123 lives were lost, only three being saved.

## THE PANAMA CANAL.

LONDON, 19th November.  
A large majority of the consulting engineers of the Panama canal are in favour of a sea level canal.

## KOWLOON CRICKET CLUB.

A meeting of members of the Kowloon Cricket Club took place at the Seamen's Institute last night. M. T. Skinner presided over a fair attendance. On the motion of Mr. Kirwan, seconded by Mr. Mitchell, it was unanimously decided to spend up to \$3,500 in the erection of a pavilion without fittings. Several plans were submitted and these were discussed in detail.

## THE THEATRE.

The change of programme at the City Hall was greatly enjoyed last night, the "Arrival of Casey," a one act comedy, affording plenty of agreeable light entertainment, with some comic business, good singing and sprightly dances.

## AN INJUSTICE TO CHINA.

The *Japan Chronicle* takes a characteristic view of the demands made upon China by the American Minister in regard to the recent missionary murders at Linchow. Not only is an indemnity demanded, but also the dismissal of the Viceroy of Kwangtung and of the Governor of the province where the tragedy occurred. It is notorious that the Chinese Government does not wish missionaries to reside in the interior, not because it has any particular objection to Christian teaching but from dread of the complications likely to arise by the presence of the missionaries. The missionaries insist on going into the interior to take up their "work," and they are supported as a matter of right by their respective Governments. Then comes a riot, the course of which the ignorant populace attack and murder the missionaries or do them serious harm, and the unfortunate Chinese Government, which does not wish the missionaries to be exposed to such risks, is promptly held responsible and called upon to pay an indemnity. Is this just? If the missionaries hold that it is their duty to preach their religion, surely they should do so at their own risk, and not with the help of the governments of their respective countries behind them. It is possible to sympathise deeply with the relatives of the unfortunate men and women who are murdered, and yet to hold that the unfortunate position of the Chinese Government should also be taken into consideration.

## ABOUT "GOING HOME FOR GOOD."

The *Singapore Free Press* says:—"There is not a European, man or woman, in the Straits, who will not take some personal interest in the topic discussed in a quotation given below: that of the possibility of the European making a permanent home in the East. It is true that even in India, in the Himalaya hill stations, on the Bangalore plateau in the Deccan, in the Nilgheris, up country in Ceylon, there are European families, or old civil and military pensioners, who have settled down for good. It will be found probably in most cases that these had lived so long in the East that their home ties had practically vanished, and if they were able to afford to live at home, which many of them are not, they would find no real point of contact with a society with which they would have little in common. But in the plains, in the provincial towns and great commercial ports the numerous European communities had no "home" in the East, and they were not to be regarded as having a home. In the climate of North China and Japan, of course, things are quite different, and permanent European family life is a feature of the communities in the North. The Straits has no "home-country" at all, and the communities here must be classed with those on the plains, and on the seacoast of India and Burma. So with Siam and Indo-China. Java is again a better case with its splendid up-country, and permanent settlement of Europeans there is common. With these remarks we now give from the *Hongkong Daily Press* the reference alluded to:—  
(Here followed in full our remarks made on Oct. 31.)

## CORRESPONDENCE.

## A SERIOUS BUSINESS INCONVENIENCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st November.  
Sir,—As a subscriber to your valued paper, I ask: Can you give us any explanation why the American Mail Steamer *Manchuria* of 7th inst., and *Korea* of to-day's date were not advertised as carrying mails till a few hours before their departure? Much as the mercantile community of Hongkong appreciate your Mail Extra, there invariably appears to be a lack of information of the movements of the Pacific Mail S.S. Co.'s steamers. Such an important mail as the American mail cannot be got together in a few hours' notice.  
Thanking you in anticipation,  
MERCANTILE.

[Our attention has already been drawn to this matter, which appears to require instant and earnest attention. The multiplication of these instances of dilatory notice argues against any plea of "oversight." We understand the Postal Authorities are in no way to blame, being, indeed, inconvenienced by the public. "Reasonable notice" has to be given of the departure of mail steamers; and it would be interesting to have a judicial definition of the public or commercial opinion is that, as the *Korea's* departure must have been known the previous day, its publication the same morning was not reasonable notice.]

Perhaps the Chamber of Commerce might consider the matter. We may add that the above communication is not the only one we have received. Scores of a very general complaint continued to arrive yesterday; some of our correspondents supporting the responsibility for the omission lay with the publishers of the mail list. It is an extraordinary thing to us that the shipping company concerned should fail to recognise that its self-interest marches with its duty to the public.—Ed.]

## HONGKONG HORTICULTURAL SOCIETY.

TO THE EDITOR OF THE "DAILY PRESS."

Botanical and Afforestation Department.  
Hongkong, 21st Nov., 1905.

Sir,—I should be greatly obliged if you would insert in your paper the following information for the benefit of those of your readers who are interested in gardening. A public meeting will be held in the City Hall at half-past-four on Friday, December 8th, for the purpose of forming a Horticultural Society in Hongkong. His Excellency Sir Matthew Nathan has most kindly consented to preside. Should such a society be formed His Excellency the Governor and the following other gentlemen have signified their willingness to support it, viz:—

## PATRONS.

H.E. Sir Matthew Nathan, K.C.M.G.,  
H.E. Major-General Villiers-Hutton, C.B.  
Hon. Sir Paul Chater, C.M.G.

## PRESIDENT.

His Honour Sir Francis Piggett.

The scope and organization of the Society will be discussed at the meeting and it is hoped that as many ladies and gentlemen as possible will attend in order that a Society may be formed which will meet with general acceptance.  
S. T. DUNN.

Supt. B. &amp; A. Dept.

## A GIDDY REMEDY FOR SEASICKNESS.

Our Hamburg correspondent writes:—"I am sorry that for want of technical knowledge I am not able to give an exact and more scientific account of an apparatus which is about to be tried here and which, if successful, will be a veritable boon to all bad sailors. A Mr. Otto Schlick, director of the 'Germanische Lloyd,' struck by the stability of a 'teetotum' when revolving, has devoted several years to the study of its causes, which he has discovered to be the gyral movement of its axis. The centre of this, if the toy stands on a table, is in the point of contact, but somewhere in the middle if the toy be suspended. The idea then occurred to him that by installing a teetotum of large size in a ship, greater stability might possibly be obtained and 'rolling' at any rate be reduced to a minimum. Experiments on a small scale with models having proved successful, he followed them up by equipping a sailing boat with what, for want of a better term, I must continue to call a teetotum, and found that it retained the position it happened to be in at the time the apparatus was set in motion, whether standing upright or listing over to one side, as long as the latter continued to rotate. Encouraged by this Mr. Schlick placed an order with the Vulkan Works at Stettin for the construction of an apparatus measuring a metre in diameter and weighing 700 kilos or about 1,500 lbs. It has lately been finished and is now in the hands of the Hamburg American Line here to be mounted in an old torpedo boat the *Seebär*. The teetotum will be worked by electricity and is intended to perform 1,600 revolutions a minute. The trial trip is expected to take place in about a fortnight; should it be attended with success, the system will no doubt be further perfected in order to apply it to vessels of all sizes, as the advantages to be gained are too obvious for the invention not to receive the full attention of shipbuilders and naval engineers. For one thing, on board men-of-war greater steadiness will ensure greater accuracy of aim."

## LATEST STEAMER MOVEMENTS.

The C.E.R. str. *Empress of India* arrived at Nagasaki at 10 a.m. on Monday, the 20th inst., and left again at 5 p.m. same day for Kobe, where she was due to arrive at 8 p.m. yesterday. The P. & A. str. *Dragonina* sailed from Astoria on the 5th inst., and is due to arrive here on the 5th Dec.  
The P. & A. str. *Nicomede* sailed from Astoria on the 14th inst., and is due to arrive here on the 14th Dec.



## MACAO.

(FROM OUR CORRESPONDENT.)

MACAO, 20th November.  
THE SAN-PIU LOTTERY.

As reported by me last week there were many tenders for this lottery. The tenders were opened last Thursday, and the highest offer was \$282,000 per annum from a Chinaman from Hongkong, called Yu Kwok Hoi (余國海). The contract is for six years. The firm's name is not yet decided, but the lottery will soon start. The farmer will have shops and stalls in various parts of the city for the sale of tickets, and it is expected that there will be three to four drawings in a month. This new lottery will probably affect the sales of others.

## ARRIVAL OF THE "AFRICA."

On Saturday last at 10 o'clock a.m. the Guia Fort signalled the arrival of this transport. It took eight days from Singapore to Macao, an unusually long time. It brought from Lisbon about 100 soldiers and some naval officers for the gunboat *Rio Lima*. The soldiers were landed at the *Heungshan's* wharf and were marched to their quarters headed by the military band. The transport is leaving for Lisbon soon, calling at Timor and other Portuguese Colonies, and is expected to arrive home next March. The newcomers were surprised to find the city and the streets so admirably clean and well kept. They could be better if the Public Works Department would devote a little more attention to them. Take for instance the new road from Sakong to the Estrada da Flora.

## EARTHQUAKES AGAIN.

After a long rest we felt another earth tremor on Sunday, and another this morning.

## UNIFORMS FOR PUBLIC EMPLOYEES.

An order came by the last mail for all employees in the Fazenda and the Post Office to wear uniforms. Writing on the subject of the Post Office, I may say that of late many irregularities are cropping up in this department. Complaints are rife of letters posted not reaching their destinations and of letters intended to be registered being sent unregistered. More care should be taken in this important department.

## O "BOLEIM ECLESIASTICO."

This paper has suspended publication. The cause of its suspension was a disagreement between the Editor, Mr. F. X. de Remedios, and the priests of the St. Joseph's College. Mr. Remedios sent an account of a public subscription to be published, and the priests refused to do so, but Mr. Remedios successfully insisted on its publication. To avoid a recurrence of this trouble the editor decided to stop publication.

## THE PUBLIC GAOL.

The public gaol has been removed to the new quarters at the Rua Central. I hope I may not have occasion to report an escape of prisoners.

## CANTON.

(FROM OUR CORRESPONDENT.)

20th November.

## A TYPICAL ROBBERY CASE.

A wounded robber on trial at the Nam-Hoi Magistrate's told the following story:—"Our leader was Yu A Yam. He had six men with him. We decided to attack the theatre boats that were moored near the Five Eyed Bridge. Our leader with two other men and me went on board and demanded \$300. The people on board offered us fifteen dollars. This was too little and we started to search for money and valuables, revolver in hand. We found \$250 which we handed to the confederate who was keeping watch on shore. At that moment, noticing that the crew were preparing to show fight, we jumped overboard and tried to escape. The crew fired at us. Our leader and two others were shot dead, and I was wounded and captured." The theatre guild has handsomely rewarded the members of the crew who killed three robbers and wounded and captured the other.

## HING ILLS LACHRYMA.

Very few officials are held in higher esteem by the Emperor Dowager than Viceroy Shum. It is reported in official circles that Tartar General Shuo, who recently returned from Peking, was requested by the Emperor Dowager to convey the following message to Viceroy Shum:—"Do not tender your resignation any more; try and regain your health, so as to be able to look after important Government affairs." The Tartar General called on Viceroy Shum a few days ago and it is said that Viceroy Shum listened to the imperial message with tears in his eyes.

## PETITIONS.

To prevent "squeeze" and other oppression by minor officials, Viceroy Shum has been allowing petitions to go direct to himself. The daily average at once rose to between forty and fifty. He has now ordered that no petition be sent to him that has not first been considered by a magistrate, whose answer must be attached. He is now getting only four or five a day.

## PAWNSHIP LICENCES.

The small Lo-kuang-kwan pawnshops of Canton must now pay an annual licence fee of Tls. 300 each.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 21st at 12.10 p.m. the barometer has risen in W. Japan, and is little changed elsewhere. The anticyclone area is still central over China to the North of the Yangtze and pressure remains low over the Pacific to the N.E. of Japan. Gradients are moderate to rather steep and very strong monsoon may be expected in the Formosa Channel and over the China Sea. Forecast:—Fresh N. winds; cloudy, light rain at times."

## SUPREME COURT.

IN CRIMINAL SESSIONS.

Tuesday, 21st November.

BEFORE SIR F. T. PIGOTT (CHIEF JUSTICE).

## A DIVIDED JURY.

Cheung Lin pleaded not guilty to a charge of uttering a forged \$5 bank note at Yau-mai on October 20th.

The jury were empanelled as follows: Messrs. Archibald Ritchie (foreman), G. Ruttonjee, E. B. Raymond, C. Hislop, H. A. Shroinfield, W. J. Terrell, and K. C. Newman.

Sir H. Berkeley (Attorney-General) conducted the case for the Crown, while prisoner was undefended.

The Attorney-General, in opening the prosecution, said the charge against prisoner was that he passed a forged banknote well knowing it to have been forged. There would not be any doubt in the minds of the jury that the note was in fact bad, but the question they would have to determine was whether prisoner was aware of the fact or not. It was not an offence to pass a bad note unless one knew at the time that it was bad. Evidence would be called before them to show that prisoner must have known the note was bad, as he had made several attempts to pass the note that day, and actually did pass it. In the first instance he gave the note to a shopkeeper, who on taking it to a money changer was informed that it was bad. The shopkeeper saw prisoner later and told him the note was bad. Prisoner said he was sorry and gave him another five dollar note, which was good. He tried this a second time and when it was discovered that the note was bad expressed his regret and gave another in exchange. But the third man to whom the note was given had him arrested and taken into custody.

A clerk from the Hongkong and Shanghai Bank affirmed that the note produced was not a genuine one. The numbering was illegible, and the paper was gray, being a Japanese paper that the bank never used.

At the close of the evidence, prisoner's statement when before the magistrate was read. In it he said that he did not believe the note was a bad one.

Counsel addressed the jury, and his Lordship summed up.

The jury returned after an absence of about twenty minutes.

The Clerk of Court:—Have you agreed upon your verdict?

The Foreman:—No. The jury are agreed that the \$5 dollar note was counterfeit.

His Lordship:—Is there any special point on which you require direction?

The Foreman:—No, my lord.

His Lordship:—I am afraid I must ask you to endeavour to come to a decision.

The Foreman:—We have endeavoured, my Lord.

His Lordship:—How were you divided?

The Foreman:—Four to three.

His Lordship:—I am afraid I must ask you to try once more.

The Attorney-General:—We can take a verdict of five to two, not less.

The jury again retired, and after a short absence, the foreman announced that they had arrived at a verdict—by five to two.

The Clerk:—Do you find prisoner guilty or not guilty?

The Foreman:—Not guilty.

The prisoner was discharged.

## COLONISATION OF THE FAR EAST.

A REMARKABLE PROJECT.

The rumour that the troops now in the Far East are to be left there to receive a remarkable project for colonising that outlying region by settling there the troops of the Manchurian Army. The *Novosti* says that such a project is being worked out at present in the Department of Land and Agriculture, that the Government is considering the question of colonising the Amur Territory, the Maritime Province running northwards from Vladivostok, the Government of Irkutsk, and the region of the Steppes now serving with the colours in Manchuria. The private soldier is to have the right, within one year of joining the Reserve, of settling in the Far East. He will be conveyed thither free of cost, and he will be allowed to choose anywhere about 42 acres of land, which will be given to him without payment. Such settlers will be exempt for life from payment of either Government or Zemstvo taxes: each man will receive from the State the sum of 210 lbs. 6 pence towards his expenses, and also the sum of 242 lbs. within the next three years. The officers of the Manchurian Army, with the exception of the higher officers, will be granted freely from 550 to 1,100 acres of land, and they must bind themselves to build a house and belongings on the land within five years. During the five years the land will be free of all taxes, and not liable to be sequestrated. It is believed that 100,000 families would be settled in the regions referred to within five years. The project looks all very well on paper. But behind it can be seen the wish of the Bureaucracy to have a large body of Reserves ready at hand in the Far East, and also near the Orenburg and Taschkent Railway, and at the same time to keep the disaffected soldiery away from European Russia. Russia's previous experiments in this direction have been failures, especially in the case of parcelling out the Bashkire lands in Orenburg and the Black Sea coastline, while, with few exceptions, the best pieces of land in Siberia have been taken up already, and the unsupervised portions are either too marshy or too waterless to be worth cultivation. In the last fifty years only 150,000 settlers have been settled in the Amur and Coast Province Territories. Thus it is not at all likely that the colonisation of Asiatic Russia will be carried out so successfully and so quickly as the authorities here seem to think will be the case.

## POLICE COURT.

Tuesday, 21st November.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

## GAMBLING.

Inspector Collett charged five coolies with playing *fantan* in house No. 1 Lai On Lane, West Point, on Monday night.

The first two defendants, the keepers, were each fined \$75 or two months' imprisonment, and the others each \$3, in default seven days' imprisonment.

BEFORE MR. C. D. MELBOURNE (ACTING SECOND POLICE MAGISTRATE).

## A TERRITORIAL DISPUTE.

Chey Pak Tin and Mat Cleong were charged with feloniously beating and robbing Ip Chan, master of a licensed fishing boat, at Deep Bay on the 11th instant. The amount stolen was \$15.50, and immediately this breach of justice had been committed, the defendants absconded to Chinese Territory.

Inspector Langley stated that the defendants boarded the complainant's boat in Deep Bay on the 11th instant, and beat him with wooden poles. They inflicted a scalp wound about an inch and a half in length, and broke two of his fingers, after which they robbed him. They were arrested on the water after the occurrence.

Ip Chan said he was fishing at Shinhan on the 11th instant. There were about fourteen boats near him. The first defendant boarded his boat with the object of buying fish, but witness refused to sell at the price offered. Defendant abused him, and then sailed to a mateh. About half-an-hour later he returned with the second defendant and two others. The first defendant struck him on the head with the pole produced.

His Worship:—Is the pole harder than his head?

The interpreter's reply was inaudible. Witness, continuing, said the second defendant then struck him on the shoulder with a heavier pole than the one in court, after which he became unconscious.

Witness produced the shred-worn, blood-stained jacket which he was wearing at the time of the assault.

His Worship:—Is that an ancestral jacket?

Witness:—No. It is an old one.

Continuing, witness said that when he returned to consciousness he found that he had lost a number of fish, and \$15.50. He was then on board the police pinnace, and was taken to the Tsimshatsi police station, where he reported the matter. At the time of the assault he had three foks on board.

Inspector Langley informed his Worship that while the waters of Deep Bay belonged to the British, the land on the other side belonged to the Chinese, but fishermen were licensed to fish in the bay. The people of the different villages on the Chinese shore, however, had an idea that they were entitled to collect rent for the privilege of fishing opposite their villages. Repeated complaints of "squeezing" in this particular bay had been reported. If the fishermen who carried on their employment in these waters did not pay a certain amount of money to the villagers, or sell their fish to them at a ridiculously low price, there was always trouble.

The present was one of the many assaults committed there on account of fishermen not submitting to be "squeezed."

His Worship (to witness):—At what price were you selling your fish per cattie?

Witness:—At twelve cents, and the defendants wanted four catties for five cents.

His Worship:—Did the defendants know the ruling price of fish?

Witness:—They ought to.

His Worship:—I don't think we can get any more out of this witness. It seems so natural for people to want to buy cheap fish.

Inspector Langley:—But the first defendant is a dealer in fish.

His Worship:—But the witness cannot say that.

Asked another question, witness said that defendants told him if he was unwilling to sell them cheap fish, he had no right to fish in the bay.

On the conclusion of the evidence Inspector Langley asked his Worship to inflict a heavy sentence, as it would act as a deterrent to others. There was a lot of this going on, and in the present case the complainant's boat was damaged beyond repair, and was lying on the beach in Chinese territory, from which he would be unable to take it, as in all probability the villagers would again assault him.

His Worship sentenced the defendants to three months' imprisonment with hard labour.

## THE JAPANESE MONEY MARKET.

The *Japan Chronicle* of Nov. 14 says:—"So far the restoration of peace does not appear to have been followed by any revival of trade, and there is no sign of any fresh activity in business enterprises. Moreover on account of the general depression engendered by the public disappointment with the terms of peace, merchants still hesitate to purchase fresh stocks. There are, however, some indications of business revival, but there is no demand for funds. The amount of bills discounted in Tokyo is of late very small, and the reports of the banks included in the Tokyo Bankers' Union show a steady increase in the amount of deposits and a decrease in advances. The total amount of advances made by Tokyo banks stood at Y138,997,770 on the 4th instant, a decrease of Y1,182,239 as compared with October 8th last, and the total amount of deposits stood at Y150,678,712, representing an increase of Y6,514,160. The demand for money for the purchase of stocks for the New Year trade largely increases as a rule in October and November, but this year no demand has yet arisen, which is an evidence of the unsatisfactory condition of trade.

## DEPARTURE OF RUSSIAN PRISONERS FROM KOBE.

A REMARKABLE SCENE.

The *Japan Chronicle* says:—"The two extremes of the fortune of war were curiously contrasted on November 12th at Kobe. Trains laden with triumphant Japanese troops and dejected Russian prisoners arrived simultaneously at the railway station. Crowds were waiting in the streets, some anxious to greet friends and relatives, others eager to see the departing exiles. The first detachment of Russian prisoners arrived at Kobe at eight o'clock in the morning, and were quickly on the march to the Minatogawa, guarded by Japanese soldiers. Arrived close by the water-side, they were ranged up into some semblance of order, forming seven companies of about one hundred each.

It would be difficult to imagine a body of men presenting a more deplorable appearance than did these unfortunate Russians. Ragged and dishevelled, clothed in a variety of coats and hats, many having their tunics fastened to their bodies with string, they looked as uncouth and unlikable as the slightest military training as one could imagine.

It is not kind to criticize men placed in such a position as were these Russians, and it was impossible to see them without a sense of sympathy and shame for their own. The majority of the prisoners gave an observer the impression of being simple peasants—men who had been perhaps almost ignorant of the existence of the war until forced into the Tsar's service; peaceful men pressed into the murderous trade of militarism. Each had a few handles, trifles possibly precious to the owner and none else, and some carried blankets, keels, and caps. They stood on the water-front at Minatogawa, patiently awaiting developments, and seemed to display but a languid interest in the proceedings.

The Russian commissioners for the transfer of the prisoners were already on the spot, and held a consultation with the Japanese officers in charge. A few minutes' conversation, and Colonel Setakevsky, an elderly man of martial bearing, shouted a command to the officers, who addressed a few remarks to them, and they were directed to the piers, and the doctors attached to the Russian Commission staff commenced a careful inspection of the men, particularly scrutinizing their eyes. When this was completed, the number of men present was carefully checked by several officials, and at last the order was given to march.

Away they went in double file across the sandy ground to the water's edge, where the Japanese were lying in readiness to carry them across the bay to the transports, which were lying about a mile from the shore. They quickly tumbled into these craft, and were towed away to the distant ships, but even when they felt themselves upon the sea again, there seemed to be no lightening of the dull despair to be seen upon their faces.

Soon after five o'clock another trainload of prisoners, about 600 in number, arrived at Kobe, and were quartered for the night at the quarantine station and adjacent hotels. Sunday's arrivals consequently totalled over 1,300 men.

That the Japanese were sympathetic towards the prisoners was not doubted. Occasionally a Russian would be observed to take off his cap to a policeman, as the dreary procession moved along, and the friendly salute was invariably returned by the Japanese.

It would be interesting to know if these men are aware that they are not going home, for this thought must be for the indifference which they show. They are being sent to Vladivostok, not, as most people believed, to be transported by train to European Russia, but to become forced settlers to Siberia—exiles from their homes as much as if they had remained prisoners in Japan. If they do know the fate reserved for them, it is not surprising that so many should have petitioned the Japanese Government to allow them to remain in this country and become naturalized. It is extraordinary that men who have fought for their country should be subjected to such treatment at the hands of their friends, and compelled to remain in what to all intents and purposes is a foreign country. We doubt whether such compulsory settlement will be successful, but we can easily understand that the Russian Government is not anxious for the repatriation of men who for so many months have been captives in a country where the administration is honest and the people have the rights of free men.

## MARCHING THROUGH COREA.

A representative of the *Oseba Shimpō* has been fortunate in obtaining some interesting particulars from Major-General Marui, commanding the 16th Reserve Brigade, of his experiences during the war. Leaving for Manchuria in January last, General Marui stated that he and his men were dispatched to North Korea after the battle of Mukden. This move involved a march of 40 days under a broiling sun, through passes and defiles where the ordinary means of transport were useless. Korean trucks, drawn by our horses, had to be employed eventually to convey the guns, supplies, and baggage of the brigade through these rocky and difficult passes.

A Chinese truck, drawn by six or eight horses, carries a load of from 40 to 70 bags of rice, but the Korean truck has a capacity for only five bags. The slow method of transport and the scarcity of inhabitants in the country through which they passed made progress difficult. Good water, too, was scarce, and the troops sunk wells after being marched. The water from the rivers was drinkable after being filtered, but no good filters were available. Consequently a filthy water was used, and this was only workable on fine days, as the heavy rains that continually fall in the north of Korea sweep down the hills in a tremendous torrent, before which huge rocks are carried. Several officers and men were drowned and many injured by these floods. Under these circumstances, as may be imagined, the food supply was frequently short. For eight days in succession the troops with General Marui were on half-rations.

The rigors experienced on heavy fighting and the march through Korea and they regretted that the heavy rains impeded their operations considerably. Had it not been for the floods, they would have reached the Tuman before the armistice had been declared. After the occasional skirmishes with the Russian troops, great care was taken to pick up all the dead and wounded, as tigers, bears, and leopards were found prowling at night in large numbers.

The greatness of England and all the daughter States flying the English flag has been built upon the sea, guarded by the sea, and must be maintained on the sea.—*Englishwoman in the Navy League Journal.*

ON VIEW FROM THE 19TH INSTANT.

At No. 4, ICE HOUSE STREET (Up-stairs).

PICTURES FOR.

## THE LONG HING COMPETITION.

THE PUBLIC INVITED.

LONG, HING &amp; Co.,

DEALERS IN PHOTO SUPPLIES.

No. 17, QUEEN'S ROAD.

JUST UNPACKED.

WINTER MILLINERY

AND

SMART READY-MADE COSTUMES.

N.B.—To make room for the above we are offering a Large Assortment of French Hand Made UNDERGARMENTS, REAL WHALE BONE CORSETS AND COMBS AT LAID DOWN COST.

ALSO

BOOTS AND SHOES FROM WELL-KNOWN AMERICAN MAKERS AT REDUCED PRICES.

## THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 13th November, 1905.

[1886]

## THE MISSIONARY INCUBUS.

A correspondent of the *Japan Chronicle* deals faithfully with a letter on "Japan and Christian Missions" written by a British Officer of the Indian Army to the Editor of the *Yokohama Chronicle* of November 7th, 1905. He says:—"Although I should not like to endorse every word of what is said, I entirely agree with the gist of what I expressed in the *Japan Chronicle* of September 27th last. From Kohat, India, under date of September 25th, the 'British Officer' writes as follows:—

"Now that Japan is again at peace and her relations with Great Britain have drawn still closer, it will not be surprising if her land is flooded with missionaries anxious to convert her to the faith of Europe. It is to be hoped that the Japanese people will turn an obliging but deaf ear to the teachings of these misguided though well-meaning fanatics."

"Japan has shown the world that her destinies are guided by men imbued with the glorious spirit of rationalism. This spirit now permeating her people together with her inheritance, the lofty moral code of Bushido, is leading her to, and will suffice to keep her in, the forefront of progress material and material. To exhortation of progress material and material, the doctrines of effete Christianity, which are repugnant to the intellect and moral sense of all thinking men, would be disastrous for her."

"Europe is hampered on the path of progress by the burden of Christianity. Japan starts free and lightly equipped. It behooves her to see that the burden is not foisted on her."

I think, however, there is no fear. An author whom we are nearly always bound to quote when things Japanese are being discussed, has said among other things that "Christianity, being alien and non-utilitarian" is "coolly treated in Japan; that the number of converts stands still, that their spirit has changed, and that they desire to walk alone. And the Japanese can afford to do so, whether they are Christians or not. At least judging from the opinions of which two Japanese writers expressed several months ago, there is no doubt. Mr. Yamada Chio, for instance, alleged that Japan, being the centre of the universe, is destined to operate the blending of all the civilisations under the sun, and that from this harmonious union a new and unique civilisation will spring with which she will dot humanity."

The Rev. Mr. Eblin, humble still, as believes a Christian, said that Japan, in conquering the ideas of humanity, is called upon to receive the baptism of the Spirit, and to become, not only the incarnation of Logos itself, but the very Kingdom of God on earth.

Demigods as the Japanese are now already, they will some day, most certainly, reach the highest perfection of godliness, and this by the innate faultlessness of Japanese nature. Thus it would seem that missionary assistance and guidance from over the seas is absolutely superfluous. I venture, therefore, to express the opinion that these reverend gentlemen in Great Britain, Ireland, and America, who intend to sail to Japan to make Christian soldiers of the present *bushi*, would do better to stay at home. The various distinguished American visitors who recently came to Japan, and had, thanks to the many festivities offered them, such a splendid opportunity to observe Japanese virtues, can only confirm this view. And perhaps, also, the Japanese have seen too much of "Christian soldiers" in China, and are weary of being shaped after their model. If the reverend "well-meaning fanatics" would pay a little less attention to the "heavenly Chinese" and his brethren in Satan, and devote a little more energy to the sinners in their own respective countries, things like army contract scandals and insurance frauds would perhaps not occur.

## MR. CARNEGIE ON PEACE.

JUST LANDED.

Mr. Andrew Carnegie was installed for his second term as Lord Rector of St. Andrews University on 17th inst., and devoted his address to a denunciation of war and the advocacy of international arbitration. Dealing with the progress of arbitration between nations, with special reference to the Hague Conference, Mr. Carnegie said:—"Three incidents have occurred since The Hague Court was organised which have caused much pain to the friends of peace throughout the world. America refused the offer of the Philippines to adjust the offer of the Transvaal Republic to arbitrate, although three of the Court proposed by the Republic were to be British Judges, and the other two Judges of Holland—the most remarkable offer ever made, highly creditable to the maker, and a great tribute to British Judges. Neither Russia nor Japan suggested submission to The Hague. Since The Hague Court is the result of the Russian Emperor's initiative, conferences were being held when Japan attacked at Port Arthur without notice, rendering arbitration impossible. We must recognise these discouraging incidents, but we have the consolation left us of believing that, had either of the three nations seen at the beginning the consequences of ignoring arbitration as clearly as they did later, they would have accepted arbitration and had reason to congratulate themselves upon the award of the Court, whatever it was."

## PLASMON BISCUITS.

JUST LANDED.

A CONSIGNMENT of the well-known PLASMON BISCUITS. They contain 20% of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other.

They are invaluable to persons of weak digestion, Travellers, Cyclists, Athletes and others. Plasmon Biscuits are made in four varieties—sweet, plain, wholemeal, and celery.

Sold by

H. RUTTONJEE,

No. 5, D'Agular Street,

and

36 to 38, Elgin Road, Kowloon.

Hongkong, 21st November, 1905. [2055]

## DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel).  
Hongkong, July 5th, 1905. [2050]















# OCEAN STEAMSHIP COMPANY. LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"OANFA"	On 29th November.	
GLASGOW and LIVERPOOL...	"AJAX"	On 5th December.	
GLASGOW and LIVERPOOL...	"HUGHOW"	On 12th December.	
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 19th December.	
GLASGOW and LIVERPOOL...	"STENTOR"	On 26th December.	
GLASGOW and LIVERPOOL...	"KANCHOW"	On 29th December.	
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 2nd January.	
GLASGOW and LIVERPOOL...	"TYRREUS"	On 2nd January.	
GLASGOW and LIVERPOOL...	"SAINT BEDE"	On 2nd January.	
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 9th January.	

## OUTWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLE and LIVERPOOL	"GLAUCUS"	On 20th December.	
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLE and LIVERPOOL	"GLAUCUS"	On 20th December.	
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANFA"	On 1st December.	
HAMA.	"TELEMACHUS"	On 1st January.	

## WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"JASON"	On 30th November.	
	"TYDEUS"	On 26th December.	

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [9.10]

Hongkong, 18th November, 1905.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI, CHEU and HOLO	"TIENSIN"	On 22nd November.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRANS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	On 27th November.	
	"TAMING"	On 28th November.	
	"TSINAN"	On 29th November.	

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [11]

Hongkong, 20th November, 1905.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,866	T. W. Garlick	Saturday, November 26th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	4,783	F. G. Purinton	Friday, December 29th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SIAWUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS. [17]

QUEEN'S BUILDINGS,  
Hongkong, 20th November, 1905.

# HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE.
SERBIA	HAYRE, BREMEN and HAMBURG	On 23rd Nov. Freight.
Capt. Hoffschmidt	(Calling at Singapore, Penang and Colombo)	
C. FERD. LAEISZ	HAYRE and HAMBURG	On 4th Dec. Freight.
Capt. Meyerdiere	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAYRE and HAMBURG	On 22nd Dec. Freight.
Capt. O. Müller	(Calling at Singapore, Penang and Colombo)	
	HAYRE and HAMBURG	On 10th Jan. Freight.
	(Calling at Singapore, Penang and Colombo)	
	HAYRE and HAMBURG	On 24th Jan. Freight.
	(Calling at Singapore, Penang and Colombo)	
NUBIA	NEW YORK via SUEZ	About 11th January. Freight.
Capt. Hebel	with liberty to call at the Malabar coast	

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
steamer. Saloon and cabin amply lighted throughout by electricity. Duly qualified  
doctors are carried.

For Further Particulars apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE, King's Buildings.

12

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMSUI VIA SWATOW AND AMOI	"DAIGI MARU"	On 26th Nov.	
TAMSUI VIA SWATOW AND AMOI	"DALIN MARU"	On 3rd Dec.	
	H. OHTA	On 10 A.M.	
FOOCHOW VIA SWATOW AND AMOI	"DECIMA"	On 23rd Nov.	
TAKAO VIA SWATOW AND AMOI	"TRIUMPH"	On 29th Nov.	
SHANGHAI VIA SWATOW, AMOI AND FOOCHOW	"ANPING MARU"	On 1st Dec.	
	A. HANSEN	On 10 A.M.	

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 3, Des Vaux Road Central.

Hongkong, 20th November, 1905.

T. ARIMA, Manager. [14]

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILATJAP	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	Second half of December	JAPAN via SHANGHAI	Second half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 10th November, 1905. [16]

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 29th November
PRINZ HEINRICH	WEDNESDAY 6th December
PRINZ BITEL FRIEDRICH	WEDNESDAY 13th January
GNEISENAU	WEDNESDAY 20th January
ROON	WEDNESDAY 27th January
PREUSSEN	WEDNESDAY 3rd February
ZIETEN	WEDNESDAY 10th February

ON WEDNESDAY, the 22nd day of NOVEMBER, 1905, at NOON, the Steamship  
"SACHSEN," Captain F. von Leden Petersen, with MAILS, PASSENGERS,  
SPELTYE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 27th November. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 21st November, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 21st November.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [5]

## VESSELS ON THE BERTH

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL,  
WITH LIBERTY TO CALL AT THE MALABAR  
COAST.

THE Steamship

"SCHUYLKILL,"

Captain Nicholas, will be despatched, as above  
on or about the 24th November.

For Freight, &c., apply to

STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Hotel Marlborough.

Hongkong, 25th October, 1905. [242]

## COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON

SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MAREILLE, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

THE Steamship

"TOURANE,"

Captain Girard, will be despatched for  
MARSEILLE on TUESDAY, the 13th  
November, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:

S.S. "TONKIN" 12th Dec.

S.S. "ARMAND BEHIC" 26th Dec.

S.S. "ERNEST SIMONS" 9th Jan.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th November, 1905. [2]

FOR SAN FRANCISCO VIA KOBE  
AND YOKOHAMA.

THE Steamship

"OTTA,"

Captain Lenhansen, will be despatched as  
above on TUESDAY, 5th December, at 5 P.M.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,  
Agents.

TWENTY-THREE TRADING CO.  
Hongkong, 21st November, 1905. [2925]

## VESSEL ON THE BERTH

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above  
port on or about TUESDAY, 16th January.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 21st November, 1905. [2626]

# HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European  
taught workmen Equal to Home  
work.

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Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers, Pig Iron and Foundry.  
Coke Importers. General Store-  
keepers and Commission Agents.

35 & 37, Hing Loong Street,  
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Market.) Telephone No. 515.

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Bronze and Crayon Enlargements and  
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Views of China and Manila. Work  
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Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Metal, Iron and Steel Merchants  
57 & 59, Connaught Road, New  
Praya Central.

## MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWAOKI,"

which applies to all Branch Offices and Hong  
kong and Shanghai Agencies.

A1, ABC 6th Edition, Western Union Code  
used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of  
place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TAIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACONDRAY & CO.

CHINKIANG: GEARING & CO.

YOKOHAMA: M. ARADA.

CONTRACTORS OF COAL to the Imperial  
Japanese Navy and Foreign Navies, the  
Imperial Arsenal, the Imperial Railway  
Sanyo, Kishu and the other Principal Rail-  
ways; Industrial Works; Home and Foreign  
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,  
Shanghai, Hankow, Singapore, Manila, North  
China, Korea ports and America.

SOLE PROPRIETORS of Takashima,  
Ochi, Shinmei, Namazuta and Kami-Yamada  
Collieries and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Buzen Coal.

Sole Agents for Kigyo, Komatsu (Tagawa)  
and Yashirohachi Collieries and the Agents  
of the Company will receive any order for  
Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted  
to 1,830,000 tons.

## TAKASHIMA COAL.

New and additional shafts at the Takashima  
Colliery have been completed and this well-  
known best and most economical steam Coal in  
the East is now produced in abundance and  
can be supplied in any quantity.

Hongkong, 15th February, 1905. [108]

## NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID,  
SUEZ, ADEN, BOMBAY, COLOMBO,  
PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 4 P.M.  
Today.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 27th November will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on Monday, the 27th November, at  
9.30 A.M.

All Claims must reach us before the 4th  
December, or they will not be recognized.



